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SOURCE Scantela.

RUMANIAN TRANSPORTATION PRACTICES CRITICIZED; NEW TRUCK TESTED

HARMFUL RAILROAD PRACTICES -- Bucharest, Scantela, 22 Apr 53

Numerous Rumanian enterprises are carrying out harmful railroad practices. It is common for enterprises to submit requests at the beginning of each month for more railroad cars than they will need during the month. For example, during March 1953, enterprises under the Ministry of Wood, Paper, and Cellulose canceled 26 percent of all freight cars requisitioned at the beginning of the month. On the other hand, many enterprises refuse freight cars sent to them for loading. The IFET (Intreprinderea Forestiera de Exploatare si Transport, Forestry Exploitation and Transport Enterprise) in Cacai refused 32 cars on 6 April 1953. The CFR (Cale Ferata Romana, Rumanian Railroads) installation in Soimi refused 57 cars on 8 April 1953. During March 1953, enterprises under the Ministry of Constructions and Construction Materials Industries refused to load a total of 1,504 cars. Enterprises under the Ministry of Metallurgical Industries refused to load 496 cars. Consequently, large numbers of freight cars were shunted about illogically, although they were actually needed elsewhere.

Some enterprises take more than the planned amount of time to load or unload cars. For example, the steel combine in Hunedoara exceeded loading and unloading time by 1,878 hours on 1 March 1953 alone. The Proletarul plant in Bacau exceeded its loading and unloading schedule by 216 hours for one car. CFR depots throughout the country required 8,426 hours more than planned to load and unload 379 freight cars in the first 10 days of April. Enterprises under the Ministry of Metallurgical Industries exceeded planned time by 12,474 hours for 653 cars in the last 10 days of March. During the same period, the Ministry of Constructions and Construction Materials Industry required 7,041 hours more than planned to load and unload 351 cars. Holding freight cars in this manner reduces transport facilities throughout the country.

Another serious error is the tendency of many enterprises to "slip in" goods not in the shipping plan. This freight is sometimes sent over long distances. All ministries must take drastic steps to eliminate such lack of discipline in railroad transportation. The State Supply Committee and the Ministry of Railroads must prevent the shipment of unscheduled goods.

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POOR TRANSPORT PLANNING -- Bucharest, Scanteia, 10 Mar 53

Poor planning of shipments leads to difficulties in the distribution of goods. This is well illustrated by shipping procedures in the brick industry. Three carloads of bricks produced by the Internationala works were shipped to the Miercurea-Niraj station via the narrow-gauge line from Targu-Mures to Sovota. They were bound for Copsa-Mica, which is on a standard-gauge line. On the same day, the Reghin brick works shipped a carload of bricks via the standard-gauge line to Madaras-Mures, which is on the narrow-gauge line. In both cases it was necessary for cars to be sent to Targu-Mures for transloading from one type of line to the other. The same situation occurred on 2, 3, 4, 6, 10, and 13 January when Internationala delivered 18 carloads of bricks to the Miercurea-Niraj station via the narrow-gauge line for transloading to the standard-gauge line. The delivery of bricks from works along the standard-gauge line to enterprises along the same line, or from works along the narrow-gauge line to enterprises along that line would have been much more economical.

Similarly, errors in the transportation of firewood, mine timbers, and other items by Combustibil and other wood enterprises have caused much loss of time and many tie-ups of cars. The Hungarian Autonomous Region and the administrations of the above enterprises must reschedule shipments to avoid such errors.

WOOD TRANSPORTATION CONFERENCE -- Bucharest, Scanteia, 24 Apr 53

The second national meeting of workers and technicians in wood transportation took place at the IFET in Curtea-de-Arges. More than 300 Stakhanovites and leading workers were present. Reports on outstanding achievements in wood transportation were read. One such report described the achievements of the driver of a ZIS-150 truck which covered 111,000 kilometers without general repairs. For 95 percent of this distance, the truck carried a full load of timber. However, other reports presented during the meeting expressed complaints on the lack of safety devices and the failure of organizations to foster competitions, to support the Stakhanovite movement, or to provide theoretical education for truck drivers and other workers.

PRODUCE NEW RUMANIAN TRUCK -- Bucharest, Scanteia, 23 Apr 53

On 22 April 1953, the 23 August plant in Bucharest tested the first truck ever produced entirely of Rumanian parts. Plans for the truck were based on those of the Soviet ZIS-150, ZIS-151, GAZ-51, and MAZ. The engineering skill of E. A. Tchudakov made the construction of the Rumanian truck possible. Soviet engineers, Rumanian technicians Cornel Vlad and Louis Rubens, and others supervised the building of the prototype. The new Rumanian truck has a 120-horsepower motor with five speeds and pneumatic gearshift. The springs have leaves of a special shape.

ACHIEVE ECONOMIES AT SOVROMNAVAL -- Bucharest, Scanteia, 16 Apr 53

Technicians V. Ungureanu, C. Cantaretu, D. Smadu, and I. Anghelie of Sovromnaval in Turnu-Severin, recently perfected a device for smoothing rough welds on fishing vessels. The device is expected to effect a yearly saving of 84,000 lei in labor and fuel. Additional savings in fuel resulted from the building of two special filtering devices for diesel oil used at the plant.

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